



The Fly-By

A Quarterly Newsletter of the Southwest Region

April, 2009



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The Fly-By is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

Text may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a text file or, if generated in a word processor, saved in .RTF format).

Images must be in JPG format, unretouched, uncropped, and at least 1200 pixels by 900 pixels.

Credits: In all cases, please give full grade, name and unit of assignment of

1. The article's author,
2. Photographer, and
3. Any person mentioned in the article.

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Send submissions to the Editor at:

awoodgate@austin.rr.com

Message size limit: 20 MB

News From Around the Region

The first quarter of 2009 saw some changes in the **Region Staff**. Lt. Col. Sharon Lane is the new region Inspector General; Lt. Col. Joseph T. Barron remains as her Assistant, a position he has filled for some time. Lt. Col. Steve Trupp moved to NHQ and, in his place, SWR got Texas Wing's former commander Col. R. Frank Eldridge, who assumed the position of Deputy Chief of Staff, Cadet Programs. We wish Lt. Col. Trupp every success in his new duties. Also from Texas Wing, Lt. Col. Melanie Capehart assumed responsibility for Director of Safety, a position she had held at Texas Wing up to that time. Lt. Col. Henry Lile remains as Assistant DS, and the Arkansas Wing Director of Safety; we thank him for his service and wish him every success. Last month, Maj. Mike Cobb, Director of Finance, received his promotion to Lt. Col. and everyone's congratulations.

On 12 February, Southwest Region was saddened by the loss of **Texas Wing's** Lt. Col. Dan Williams and his wife, 1st Lt. Rheta Williams when the Beechcraft Baron they were flying was lost while attempting to land at Williams Airport, north of Houston. Dan was the Group III Deputy Commander South, a great friend, and a beloved CAP aviation figure who gave memorable O'Rides to many cadets in Central Texas. In his memory, the Apollo Composite Squadron, winner of the 2008 Texas Wing Squadron of the Year Award, has set up the Lt. Col. Dan Williams Memorial Flight Academy Fund, seeding it with an initial donation of \$3,600.00. The fund will pay the tuition of as many cadets as it manages to raise money for.

Oklahoma Wing had its SAREVAL early in March, acquitting itself well with an overall rating of Excellent. Notable was the outstanding performance of Capt. Sandra Smith, who took a crash course with your SWR DPA and qualified as Information Officer in record time... none too soon, either. Under her direction, Oklahoma Wing's Public Affairs earned an Excellent. She is the daughter of Texas Wing Commander Col. Joe Smith and SWR's Director of Admin/Personnel, Maj. Harriet Smith.

Louisiana Wing had a busy quarter. On 21 February, the wing conducted an exercise showing critical observers what CAP can do. The outcome was a partnership between the National Management Systems and Advanced Technology Institute (NIMSAT) and Louisiana Wing. On 4 March, Maj.

Michael James witnessed the airlifting of an F-15, destined for permanent static display at Camp Beauregard, March 4 (great photos). During 12-15 March, the Louisiana Wing Training Academy was well attended and did a great job.

On 14 March, **Arkansas Wing** and **Missouri Wing** conducted a joint exercise in Jonesboro, Ark., which yielded excellent training. Cross-wing and cross-region activities are encouraged.

On 20 March, **New Mexico Wing** had some celebrating to do. Cadet Joseph R. O'Loughlin, a member of the Eagle Cadet Squadron, received his General Carl A. Spaatz Award and promotion to Cadet Colonel. Also happy were Albuquerque Senior Sq II members Lt. Col. Bill Drumm and Capt. Leroy McLaren, who enjoyed an adventurous flight... strapped down in a flight simulator.

Texas Wing, too, had excitement. On 31 March, former President George H.W. Bush presented the charter certificate to Texas Wing's newest unit, the George H.W. Bush Composite Squadron. Less grandly but highly promising, C/TSgt Philip Nelson, Apollo Composite Squadron, Group III, was happy to win top honors at the Texas Wing Winter Encampment, a distinction he had not expected as he embarks on his CAP experience... *and writes about it*. At the other end of the scale, C/2nd Lt. Matthew Patrick, a member of the Dallas Composite Squadron, fulfilled his life-long hope of being accepted as a Cadet at the U.S. Air Force Academy, where he'll be joined by C/Lt. Col. Cesar Riojas, of the Brownsville Composite Squadron.

To all, our congratulations.

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Safety is Priority One

Please check the revised CAPR 62-1 and CAPP 217 that are now posted at http://members.gocivilairpatrol.com/forms_publications_regulations/

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Monthly, members must read The Sentinel and follow its timely advice.
<http://members.gocivilairpatrol.com/safety/>
- ***Safety is our Number One Priority.***

How to Submit News Items for this Newsletter

Which Articles Are Best?

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

Do I Submit Photos?

Whenever possible, include images with your article. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

If You Have Article Ideas or Suggestions

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to make a comment about the material published here, please feel free to contact the editor: awoodgate@austin.rr.com

First CAP Squadron Chartered With a President's Name

By Capt. Arthur E. Woodgate, SWR DPA

COLLEGE STATION, Texas – On Tuesday, 31 March, former President George H.W. Bush attended the chartering of the Texas Wing's newest squadron, the George H. W. Bush Composite Squadron -- the first charter Civil Air Patrol unit to be named after a U.S. president.

The ceremony was held at the George Bush Presidential Library & Museum on the Texas A&M campus in College Station. "We were delighted that President Bush agreed to lend his name to our fledgling squadron," said Lt. Col. Don Wheeler, squadron commander.

"This is a great honor for the Texas Wing," said Wheeler, who noted that nearly 30 members have already joined the squadron. One other CAP squadron also bears a president's name. The Independence Composite Squadron in Independence, Mo., was renamed the Harry S. Truman Composite Squadron in 1973. CAP's 52 wings consist of more than 1,600 units nationwide.

During Tuesday's chartering ceremony, the George H.W. Bush Composite Squadron unveiled the new unit emblem, a design that incorporates elements taken from the life of President Bush.



(Photo: Capt. Arthur E. Woodgate)

In the Wake of Last Year's Hurricane Season

By Capt. Arthur E. Woodgate, SWR DPA

DRIPPING SPRINGS, Texas – SWR had much to overcome when the hurricanes of 2008 hit. This resulted in a series of long missions, striving to assess the suffering and high cost to the community. As always, the Civil Air Patrol's Report to Congress included a run-down of the emergencies that had touched us, including not only hurricanes but also wildfires, flooding and tornadoes. Exercise Falcon Virgo was brought into the limelight as well.

This year, the front cover depicted a CAP plane flying over Congress, then



followed a message from our National Commander, Maj. Gen. Amy S. Courter.

The next image belonged to "Emergency Services" and our very own Lt. Col. Melanie Capehart, neat in her BDUs, shown negotiating her way through the debris and wreckage of multiple expensive fishing boats. A symbolic view of Hurricane Ike's fury.



Page 3 was hers (that's a right-hand position, coveted by advertisers), leading the section on "Missions: Rebuilding, Protecting Communities."

Louisiana Wing Gathers for Training Academy

By Maj. Michael James, PAO, LAWG

PINEVILLE, La. – Louisiana Wing held a Training Academy in Pineville, La. on 14-15 March.



Over 80 members from across the state took part in the two-day event at Pineville High School.

Courses offered included Corporate Learning Course (CLC), Squadron Leadership School (SLS), Mission Observer, Mission Pilot, Mission Scanner, Aerial Photography, National Incident Management System ICS-300, Cadet Airman Leadership School (ALS), and Cadet

Non-commissioned Officer School (NOC). (Above, cadets prepare for NCO school.)

The National Incident Management System (NIMS) courses were popular, as the wing prepares itself for future missions. First Lt. Dan Lemanczyk, the Louisiana Wing Emergency Services Training Officer, said, "We were very pleased to offer the NIMS ICS-300 Course at this academy."

At right, Louisiana State Director John Zaremba was one of the instructors.

In December, 2008, Louisiana Wing received an "Excellent" rating from the Air Force during its SAREVAL. Louisiana Wing Commander Col. Michael DuBois said, "This high mark of achievement would not have been possible without the extensive and efficient training our members received from our past Training Academies. Our members are dedicated to executing assigned Air Force missions to the best of their ability."



Joint National Guard operation completes successful mission

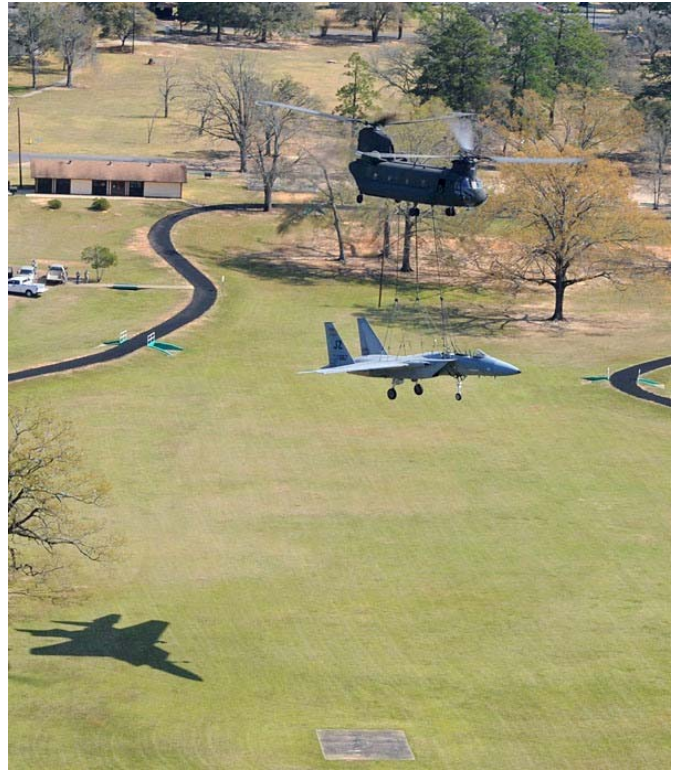
By 2nd Lt. Alex Juan, 159th Fighter Wing Public Affairs



ALEXANDRIA, La. - The Louisiana Army National Guard (LANG), Air National Guard (ANG) and Mississippi Army National Guard (MANG) joined forces to complete a sling-load mission that involved a CH-47 Chinook helicopter towing a 20,000-pound F-15 static display from England Air Park to Camp Beauregard, March 4.

Guardsmen spent two days disassembling and reassembling the jet in order to prepare it for transport and display.

"This is the first time we have actually slung an F-15," said Staff Sgt. Michael Chaney, flight engineer with B Company, 1-111th Aviation from Meridian, Miss.



The jet's final flight on December 17, 2008, commemorated the 105th anniversary of the first powered flight by the Wright brothers. The name of Brig. Gen. Brod Veillon, LANG Assistant Adjutant General-Air, is displayed as the pilot, along with two deceased members of the 159th Fighter Wing family: Chief Master Sgt. Roy Ripp and Master Sgt. Pat Hock, former crew chiefs.

The CH-47 Chinook helicopter used for the towing was the first one given to the United States Army by the Boeing Company in 1961, according to the Chinook crew.

"Tenacity" is what most impressed Lt. Col. Pete Schneider, 159th Maintenance Group commander, about those involved with this event. "This is their first time facing this type of challenge and it's just been fun to watch them put their minds together," Schneider concluded.

The F-15 has a wingspan of 42 feet 10 inches. "The wider the aircraft, the tougher the mission," said Chief Warrant Officer Wesley T. Skinner, CH-47 Chinook helicopter pilot for the MANG.

Photos: Maj. Michael James, PAO, LAWG. He sent in this article, after he and members of the Central Louisiana Composite Squadron saw it happen. – Editor

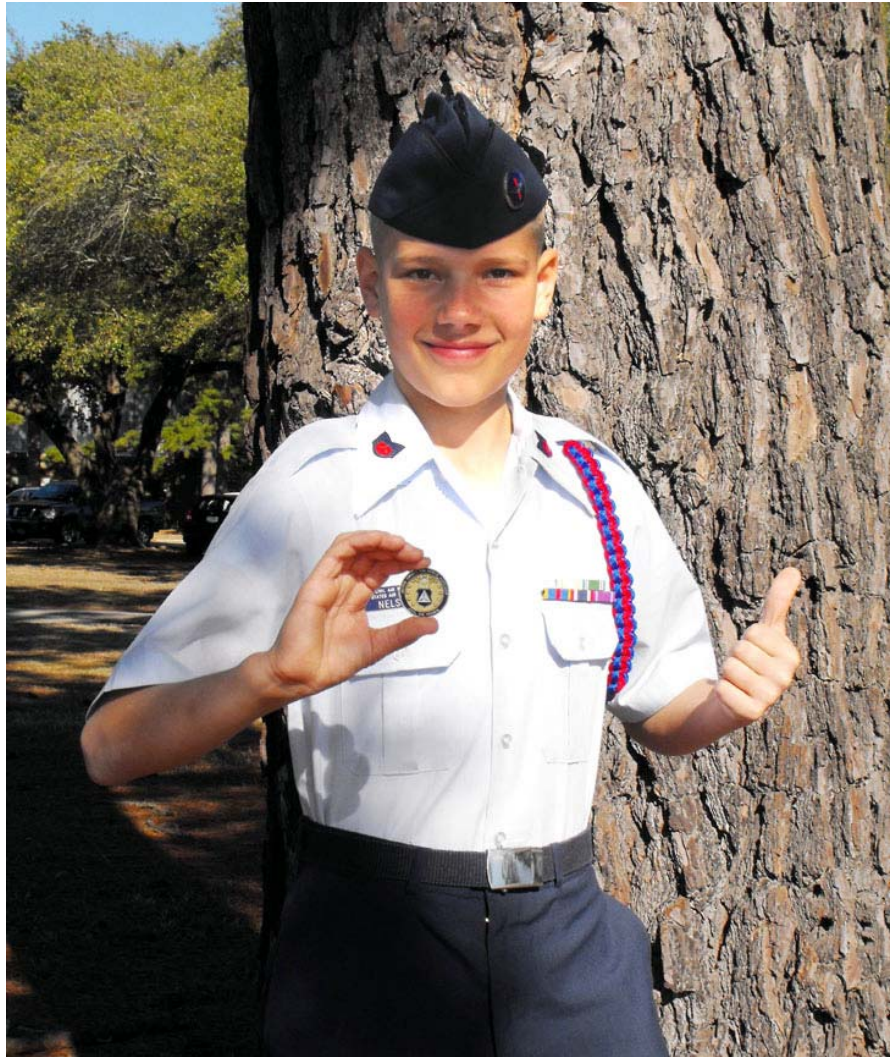
My Texas Wing Winter Encampment Experience

By C/TSgt Philip Nelson, Apollo Composite Squadron, Group III, Texas Wing

BIG SANDY, Texas – I hear the first day is always the hardest. Mine started at home at 6 a.m. and involved an hour's drive to Georgetown, where I reported to my commander, Capt. Cheri Fischler, and got into our squadron van that is really a little bus.

There were so many of us that we had no room for luggage, but another senior member had volunteered to drive a second vehicle with our luggage, and follow the van. The trip to the ALERT Academy took 6 hours, but we were so excited that none of us slept on the way up.

Earlier in the year, I had attended the 3-day Texas Wing NCO Academy at Camp Mabry, so this wasn't the first time I would be away from home for a Civil Air Patrol school. Some of the cadets at NCOA told us some



scary stories about encampment, so I wasn't sure what to expect. At NCOA they had yelled at us a lot, but it hadn't been too bad. What was Encampment going to be like?

A scared cadet (me) arrived at the ALERT Academy without his luggage, in his blues, and signed in. We were told where to go, but there were so many of us that there was some confusion. After reporting to my flight commander, C/2nd Lt. Isaac Niedrauer, a member of the Black Sheep Composite Squadron, I reported to a fierce looking flight sergeant, C/SMSgt JoAnna Samek, a member of the Nighthawk Composite Squadron. By now, I wasn't sure I would like this encampment, but I decided to do the best I could. My older brother Christian, a C/CMSgt, hadn't told me anything about encampment. "You'll know what to do," is all he said.

Finally I got my late luggage to my room, hurried into my BDUs, and started classes. The first instruction was on how to make a proper bunk, except that the mattresses were too big for our sheets. The flight sergeant made a big deal of getting the proper "square corner" which was supposed to be how you made your bunk, but we could only make one square corner with the sheets we had. "That's perfect," she told me, when she checked the only one I could make. That felt good.

The first day went by very fast, but they kept yelling at us and running us back and forth, so we were tired. I had been yelled at before and knew it would stop, but the other cadets in my flight

were scared, and that's when you make mistakes. Finally, "Lights out!" yelled the flight sergeant, and we fell asleep almost immediately. "Fire, fire!" yelled the flight commander and flight sergeant, as they turned on the lights. "Get up, get up! Fall out, fall out!" It was scary, but it was funny too. They said everything twice. After the fire drill, we got to sleep for real.

The week moved on in high gear. Marching to classes was a scramble, and we were very motivating for speed, but that's what encampment is like. Every minute counts. Over the next couple of days Golf (my flight) won Warrior Flight awards, completed the ropes course, ate everything they gave us, shined boots and shoes to a very high gloss, and ironed endless BDUs, *all as a team*. No one was left behind, and everyone kept up.

We were disappointed that we didn't get to shoot the rifles, but the weather was poor. As encampment progressed, I helped some of the cadets do better. This felt good too. I made good friends at encampment. I guess that's what happens when we're all having a rotten time and manage to help each other to get it done. The funny thing is that as we got past the fear, the rest got easier. Some of the instruction was really interesting, such as the classes on Unmanned Aerial Vehicles and the Air Force Academy. I also liked to learn about the different kinds of military airplanes.

Our flight commander and flight sergeant kept pushing us, and as we got better, they told us, "It isn't getting easier. You're adapting to it." Maybe that was it, but they yelled less, too. The days were just as long.

The end of encampment came with tired cadets, stained uniforms, and everyone being afraid of the grog. This was supposed to be a revolting drink that you had to take for punishment if you did something wrong. It was part of "dining in" which is the evening meal on the last training day. On the following day, we would graduate.

Dining in was a tense situation, everyone trying to even out differences, sending others to the grog, while trying to avoid drinking of the nasty solution themselves. I was glad that I didn't get sent to it. In due time the grog table was closed and now they would call out the honor cadets. I saw many excellent cadets receive their prizes, and I was glad for them, tapping the table vigorously with my spoon, which is how one applauds at a dining in. Then came time for the encampment honor cadet to be called out, and I had my bent and twisted spoon in my hand, ready to turn the table to sawdust for the chosen cadet.

The last thing I expected was to hear my own name come out through the loudspeakers, and I almost fell out of my chair in amazement as I got up, totally surprised. I stood tall, marched up to the cadet commander, saluted, shook hands, took my prized challenge coin, saluted again, and returned to my seat, feeling like a new person. The spooned applause followed me all the way.

Traditionally, encampment ends with a pass in review, with the entire encampment marching in front of the reviewing officer, who often is the Wing Commander. But the weather had been so poor the whole week that they decided to hold our graduation indoors, in the ALERT Academy's huge gymnasium. As it turned out, the day was wonderful and we could have passed in review anyway, but the plans had been laid out already, so we formed inside.

At that last formation, our Golf Flight took Warrior Flight of encampment and Academic Flight too. I was so wrapped up in the encampment spirit that I thought I wasn't ready to part from my flight and my good friends that I had made during that week. But when I saw one of my squadron's senior members walk up, I was ready to go take a breather at home.

How did I feel on the drive home? Tired, hungry, and greatly honored. But more than that, I felt completely changed, like I had started over differently with a big head start. I must thank all the encampment staff, the staff at my squadron, and all the people that have ever taught me anything.

Thank you all. I could never have done it without you!

(Photo: 1st Lt. Sue Kristoffersen, Aerospace Education Officer, Group III, Texas Wing)

NOTE: This article is a fine example of the can-do attitude that makes CAP great – Editor

Cadet Patrick Realizes His Dream

By 1st Lt. Sue Cathcart, PAO, Dallas Composite Squadron, Texas Wing

DALLAS, Texas – Participation in the CAP Cadet program prepares many cadets for a future in the U.S. military, with many of them hoping to enter one of the elite military academies,



especially the Air Force Academy. But although some might consider it a natural progression to advance through the CAP cadet ranks and then enter the U.S. Air Force Academy, it's no less of a surprise when the appointment is actually offered.

"I wondered what I'd done," said C/2nd Lt. Matthew Patrick, a member of the Dallas Composite Squadron, when describing how he had been told that he was being offered an appointment to the U.S. Air Force Academy in Colorado Springs, Colo. The principal had called him out of one of his classes at Dallas ISD's Science and Engineering magnet high school (SEM) and taken him to her office – during finals week, no less. Upon entering, he found that his parents were in the office too. "Uh oh..." he'd thought.

Although at first he had thought that the situation was serious, the principal asked him casually about his experience at CAP's Powered Flight Academy, a school Patrick had attended two summers earlier. Then the phone rang and, after a brief conversation, the principal put the caller on speaker phone. "Hello, Matthew," said a man's voice on the

phone. "Hello..." he replied. "Do you know who this is?" the voice went on. "No..." said Cadet Patrick. "This is your favorite Congressman. Do you know why I'm calling?"

"I think I have some idea," replied Cadet Patrick, now expecting to hear bad news. He had originally contacted Congressman Pete Sessions, U.S. Representative for the 32nd Congressional District of Texas, to obtain the required Congressional nomination. Congressman Sessions had agreed and Cadet Patrick had received a letter from the Congressman confirming the promised nomination. So now he thought that this call might mean that he had not been accepted; that the Congressman was making a phone call to soften the blow. The voice on the phone interrupted his thoughts.

"I am calling you," said the Congressman, "to offer you an appointment to the United States Air Force Academy." Later, Cadet Patrick's father, also named Matthew, described the moment, "When he heard this, Matthew went into shock. He didn't know what to say."

Once the surprise wore off, the Congressman explained to Cadet Patrick that the appointment was not binding; it was simply an offer. Now, Cadet Patrick would have to accept it or decline it. "But don't say anything now. I don't want you to say yes or no right away," he said, "This is a very

big step for you, and it is required that you think about it. When you have made your decision, please call me back.”

The conversation had taken place on a Friday. Cadet Patrick admits that it didn't take much thinking on his part, since he had wanted this all his life. But because it was such a huge commitment, he waited three days before calling the Congressman and formally saying, “Yes Sir, I'm honored to accept the appointment.”

Attending the Academy had been Cadet Patrick's dream since the 8th grade. It was while doing research on how to best prepare himself so he could submit a qualified application that Patrick had learned about Civil Air Patrol. He joined that summer and steadily progressed



through the ranks, earning his General Billy Mitchell Award in March 2008. But even though he has had a keen eye on the prize, he admits “You can't really ever expect to get appointed to the Academy. I thought I had a good chance to get in, but I was worried that I wouldn't. I'm so glad I made it.”

“I'm speechless,” exclaimed Cadet Patrick's mother, Beverly Patrick. “This is something he has wanted, followed through on, and now has achieved.”

Cadet Patrick will be one of around 1,400 4th Class Cadets (known as “Doolies”) to enter the USAF Academy this summer, reporting on 25 June. Through attrition, by graduation time, the

Academy plans on graduating roughly 1,000 of them.

His preparations are far from over. Now that Cadet Patrick has been accepted to the Academy, he is preparing himself for the effort to come. Daily, he is following a recommended workout schedule to improve his physical strength and endurance. He is also studying *Contrails*, the AF Academy Book of Knowledge that he will need to know inside and out. And if he can manage it, he plans on getting his private pilot's license before reporting to the Academy.

What does he have to say to other CAP cadets who have the same dream he did? “Study hard. Go to Summer Seminar. Apply early.” For Cadet Patrick, now is the time to set a new goal for himself.

(Photos: 1st Lt. Sue Cathcart)



Special "Flight" for two Albuquerque Senior Squadron II pilots

By: Chaplain (Lt. Col.) John Doughty, New Mexico Wing Chaplain

KIRTLAND AFB – Friday, 18 April was a memorable day for two octogenarian pilots from Albuquerque Senior Sq II, Lt. Col' Bill Drumm and Capt. Leroy McLaren. They went for two hours of "flying" in the CV-22 and C-130 flight simulators operated by Lockheed-Martin for the USAF at Kirtland AFB.

Both Bill and Lee were multi-engine pilots in the China-Burma-India theatre in WWII. Bill flew B-24s and Lee flew C-47s. The vast array of throttles, prop levers, and gauges were a refreshing change from the simplicity of a single-engine CAP Cessna.



They were hosted by Instructor Pilot Bill Saunders in the CV-22 simulator, and by fellow Sq II member Russ Tharp in the C-130 simulator. Bill was in the left seat in CV-22 and Lee in the jump seat. They went through the full flight regime, from stalls to refueling.

Then they moved on to the C-130 simulator where Lee flew an ILS runway 8

approaches with a miss to runway 21. When Bill got into the C-130 simulator, he said, "Wow! I wonder how long the check list is for this baby!"

After getting things set up, Bill flew an ILS runway 8 approach. Both pilots tried their hand at aerial refueling from a KC-135.

Bill and Lee were accompanied on their adventure by Ch. (Lt. Col.) John Doughty who arranged for their fun afternoon.

(Photos: Chaplain (Lt. Col.) John Doughty)

Southwest Region's Newest Spaatz Cadet

By Lt. Col. Jay T. Tourtel, PAO, Eagle Cadet Squadron, New Mexico Wing

ALBUQUERQUE, N.M. – On Friday, 20 March, Joseph R. O'Loughlin, a member of the Eagle Cadet Squadron, was promoted to Cadet Colonel, the highest rank a cadet can achieve in Civil Air Patrol. His promotion was automatic upon having fulfilled the requirements for earning the

General Carl A. Spaatz Award. This is the highest cadet award in Civil Air Patrol, named after the first Air Force Chief of Staff, who became the first chairman of CAP's National Board.

The requirements for the Spaatz Award are especially demanding: a cadet must pass both a comprehensive aerospace and leadership exam with a minimum passing score of 80%; complete a moral leadership essay; and satisfy the standard of a comprehensive physical fitness test.

A cadet is only allowed to test for the award three times. Failure of the third examination attempt prevents a cadet from ever receiving the award.

Since the Spaatz Award's inception in 1964, less than one-half of one percent of all CAP cadets have earned it. O'Loughlin becomes the 1,726th cadet in the nation, the 21st cadet in New Mexico Wing and the 10th cadet from Eagle Cadet Squadron



to have earned the Carl A. Spaatz Award.

Cadet O'Loughlin has been a member of Eagle Cadet Squadron since November 2002. He is currently attending Colorado State University in Fort Collins, and has been attached to the Thompson Valley Composite Squadron there since 2006. After receiving his Spaatz Award, he intends to transfer to Thompson Valley permanently. Upon reaching his 21st birthday, Cadet Col. O'Loughlin may choose to continue in CAP as a senior member with the rank of Captain.

(Photo: Courtesy of Cadet O'Loughlin's Parents)

Joint SAREX Held in Jonesboro

By Maj. John Brandon, PAO, 120th Composite Squadron, Arkansas Wing

JONESBORO, Ark. – On 14 February, a joint SAREX was held at the 120th Composite Squadron facility in Jonesboro, attended by the Bootheel Composite Squadron from Malden, Missouri, the 107th Composite Squadron from Mountain Home, and the 120th Composite Squadron.



The attendees received scenarios that resulted in several sorties being flown, and ground team training played an active part in the scenarios. The training, which included a missing persons search and searches for Emergency Locator Transmitters, was considered successful. As a bonus, some of the senior member pilots were able to get their needed check-rides.

For many of the attendees, mission interaction between wings (and across regions) was a first-time occasion that was found highly beneficial. The verdict was unanimous: the exercise presented a good opportunity to learn from each other.

Louisiana Wing Partners With NIMSAT

Maj. Michael James, PAO, Louisiana Wing

LAFAYETTE, La. –Louisiana Wing recently partnered with the University of Louisiana at Lafayette's National Management Systems and Advanced Technology (NIMSAT) Institute, focusing on disaster management. On Saturday, 21 February, Louisiana Wing conducted an exercise to demonstrate its capabilities in capturing and displaying high-resolution aerial photos of areas selected by NIMSAT.



Group shot of audience at NIMSAT (Photo: Maj. Michael James)

CAP pilots and observers, along with Vice President for Research and Graduate Studies Dr. Robert Stewart, NIMSAT Executive Director Dr. Ramesh Kolluru, and Larry J. Landry (Assistant Director of Homeland Security – St. Martin Parish) flew a photo survey mission to assess selected structures. Using Satellite Digital Imaging Systems (SDIS), a real-time view of the targets was available to all users. Versions of these images were easily e-mailed for others to use.

CAP's Lt. Col. Mickey Marchand, Incident Commander for the event said, "The exercise was a great success, and we look forward to working with NIMSAT in the future."

Exploring the possibility of a relationship between the NIMSAT Institute and CAP began last year, and made significant progress during Hurricanes Gustav and Ike. While working in the State of Louisiana's emergency operations center before and after the storms, the Institute's staff

assessed the likely damage the storms could cause, determining pre-event the most likely facilities that might be vulnerable and their temporary loss could adversely affect municipal services. Once Hurricane Gustav had made landfall, the team assessed what impact the storm had had. Thereafter, they worked with state agencies to have CAP tasked to take aerial photography and record first-hand observations of these affected assets.

NIMSAT Executive Director Ramesh Kolluru commented, "At the end of the day, our mission is saving lives."



Dr. Ramesh Kolluru gives NIMSAT presentation; Lt. Col. Mickey Marchand, Incident Commander in background. (Photo: Maj. Michael James)

In late September 2008, CAP National Commander Major General Amy S. Courter visited Lafayette to discuss forming a working alliance with the NIMSAT Institute. Since it is located in close proximity to the Institute, the Lafayette Composite Squadron has assumed an active role in the Institute's all-hazards approach to disaster assessment and remediation.

NIMSAT is a national partnership comprising over thirty public, private, and non-profit organizations from across sixteen states in the United States. Its mission is to enhance national resiliency to a full range of potential disasters by conducting research leading to cutting-edge tools and applications that empower the homeland security and emergency management community through education, training, and operational support. For more information, please visit www.nimsat.org

Oklahoma Wing Earns Another Excellent

By Capt. Sandra Smith, Information Officer

TINKER AFB, Okla. – On 4-7 March 2009, at the Stillwater Regional Airport, the Oklahoma Wing (OKWG) completed their wing-wide Search and Rescue Evaluation (SAREVAL) conducted by CAP-USAFA personnel. OKWG merited an overall rating of Excellent (counting 3 Outstanding, 3 Excellent, and 10 Successful).



Over the past few years, OKWG had been strengthening ties with other wings in Southwest Region (SWR), but it wasn't just natural disasters that

About five months before the event, many OKWG members weren't so optimistic, since we were out of practice working together as a wing-wide team. To remedy this situation, in the second half of 2008, the wing held monthly table-top exercises and a series of Field Training and Search and Rescue Exercises, in preparation for the evaluation. As a result, OKWG members came together and worked effectively in harmony. (Left - Maj. David Roberts (OPS) and Maj. Russell Davis (PSC) at Friday night's briefing.)



prompted them to do so. Unexpectedly, two months before the SAREVAL, OKWG needed an Incident Commander



(IC) but none was available in the wing. That's when the Wing Commander, Col. Robert Castle, asked for reinforcements. (Right - Ground Team members prepare for a UDF mission. Bottom left - Capt Gary Medina and his aircrew fill out mission paperwork.)

Texas Wing (TXWG) sent their Wing Emergency Services Officer, Lt. Col. Brooks Cima, and the Nighthawk Composite Squadron (SWR-TX-413) Commander, Lt Col Rick Woolfolk, who accepted the positions of Incident Commander and Air Operations Branch Assistant, respectively. OKWG and TXWG members practiced together, just as they had worked over the past several years during Hurricanes Katrina, Rita, and Ike, Exercise FALCON VIRGO, and a number of other missions of national significance.

The Air Force and several SWR staff members were impressed. They never heard anyone say, "Well, this is how we do it in our wing." No one would ever have known that SWR, OKWG, and TXWG members were working together as an impromptu team for this SAREVAL. In the end, the Air Force rewarded our team with an overall rating of Excellent. *(Left - Oklahoma State Director Hal Gary, SWR Vice Commander André Davis, and CAP-USAF evaluators during the Saturday briefing.)*



Several members, regardless of wing, were recognized for their outstanding work.

Lt. Col. Cima was presented a CAP-USAF challenge coin and an Outstanding rating for her professionalism as the IC and for her overall willingness, on short notice, to help OKWG succeed;

SWR and OKWG Director of Emergency Services Lt. Col. Paul Spencer was rated

Outstanding as the Information Technology Officer, and for representing the Oklahoma Emergency Management (OEM) during the exercise;

Capt. Joe Rathert, of the Cleveland County Composite Squadron (SWR-OK-074), received a CAP-USAF challenge coin for his outstanding performance as a mission pilot. Capt. Rathert flew with a CAP-USAF evaluator and showed his ability to follow CAP emergency procedures in a simulated electrical failure. He exceeded expectations by actually turning down the intensity of the glass cockpit display to where it was barely visible and proceeding to land at a nearby airport as if he had no glass cockpit displays available. *(Right - Col. Bob Castle (left) and Lt. Col. Paul Spencer (center) at the end of the SAREVAL.)*



Cadet/SMSGT Sarah Wood, from the Edmond Composite Squadron (SWR-OK-002), also received a challenge coin for her outstanding performance as a Mission Staff Assistant for Communications. Lt. Col Don Hensley, CAP-USAF SWLR Commander, commented that her performance was equal to, or even better than, that of any senior member present at the SAREVAL.

Col. Castle put it best when he said, "Oklahoma Wing members worked alongside their counterparts from TX Wing and SWR. The synergistic effects of this partnership are reflected in the ratings from SWLR. Everyone, from the most senior staff to the newest cadet, worked hard to achieve these great results. I want to thank them for all they do to make Civil Air Patrol such a great organization."

My Page

This issue of the Southwest Region's **The Fly-By** is the third one I've had the pleasure of editing for you. Doing so has taught me much. It is no secret that I came to this position with a background in traditional magazine editing, design and publishing. Given this training, the prospect of producing yet another magazine hadn't worried me one bit.

At that time, I failed to not consider that times change. I knew the publication would have to be **visually** accessible and attractive, its **content**, meaningful to its intended audience, and it would have to **focus** on the region as a whole, which is composed of separate wing commands. This introduced a slight problem. I can be in only one place at a time. This can be a great handicap, so this is how I went about it.

Visually, I hadn't stopped to consider that what had been appropriate for 20th century press-run publications might not cut it in the 21st century – and its electronic publishing world. In short, putting together a distributed paper issue, with its production limitations, is not the same as a desktop publishing effort intended for electronic distribution. Though in the first method quality comes at a price, sometimes quite steep (and for that reason in conflict with company profits), the latter presents very few cost and mechanical constraints.

Let's look at what has been published so far. The first issue of **The Fly-By** reflects my early training and previous experience. After publishing it, I gave it a long and hard look. What was my verdict? "Well... it's OK." The second issue represents a step forward, but was still tied to the old ways – not good enough for today. Now, in this third production, I think I've achieved a better overall look and feel by simply following my own advice, a set of guidelines that many have found helpful and you can find at: http://www.group3txwing.org/content/support_pao.htm

Since human beings are creatures of habit, breaking the old mold wasn't easy, so I played a game of "looking at the world with fresh eyes." I hope you've found the result pleasing.

Content has been less of a problem. I created the Group III, Texas Wing online newsletter in June, 2006 and have been its first and only editor. As the newsletter developed, it has been praised at multiple levels. Better yet, it has done the job it was designed to do, and received its audience's consistent acceptance.

To succeed, the editor needs good contributing writers. Ask any editor, and you'll hear, "Good writers are hard to find." Since I came against that very problem, I resolved to develop them. During these past three years, I've mentored senior members and cadets by the dozen. Although I haven't kept a tally (I saw no point to it, since each person presented unique challenges) I estimate that their numbers approach or have surpassed the century mark.

Not everyone I mentored turned into a public affairs officer, but some did. At any rate, some have left CAP, but most of the remaining ones are now my core helpers, finders and writers of good stories.

Focus is another matter. Rather than telling you, members of **The Fly-By** readership, what you ought to do, or how you should do it, I'll keep using the same approach that served me well in my corner of Texas Wing. You'll get to speak for yourselves. Since I'm producing **The Fly-By** for the benefit of SWR's wings, it'll be up to the six wings and their members to send in material fit for publication. My goal is to have all six wings represented in each issue, including cadet-bylined articles (after all, cadets comprise about 40% of CAP's total membership, so they should have a voice).

Diversity in approach, activity and execution can lead to opening unsuspected vistas to all readers. By sharing our experience, talent and effort, we show what we have learned, what we can do, and how much we care about the results.

Now it's your turn. I'd like to know what you think. Please contact me with your opinion.

Capt. Arthur E. Woodgate, CAP, SWR DPA
Editor – awoodgate@austin.rr.com